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ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪತ್ರಾಗಾರ
(ಇಲಾಖಾ ಗ್ರಂಥಾಲಯ)
ಪ್ರಾಪ್ತಿ ಕ್ರಮಾಂಕ Accession No. (9) 4764
ದಿನಾಂಕ Date.....

MYSORE LEGISLATIVE ASSEMBLY

THIRTY-SIXTH DAY.

Monday, 14th April 1958.

The House met in the Assembly Hall, Vidhana Soudha, Bangalore, at One of the Clock.

MR. SPEAKER (SRI S. R. KANTHI, B.A., LL.B.) in the Chair.

QUESTIONS AND ANSWERS

Bus-Chassis purchased by the Road Transport Department in 1956-57.

Q.—3492. **Sri K. H. VENKATA REDDY** (Gauribidanur).—

Will the Government be pleased to state :—

(*a*) the number of bus-chassis purchased by the State Road Transport Department in 1956-57 ;

(*b*) the names of the companies which supplied the abovementioned chassis ;

(*c*) the names of the companies which built bodies for the above chassis ;

(*d*) the amount paid to such companies ?

A—**Sri C. M. POONACHA** (Minister for Home Affairs and Industries).—

(*a*) 80.

(*b*) (1) Ashok Leyland Limited, Madras.
(2) Premier Automobiles Limited, Bombay.

(*c*) (1) Hindustan Aircraft Limited, Bangalore.
(2) Mysore Government Road Transport Department.

(*d*) Rs. 26,08,481.

ಶ್ರೀ ಕೆ. ಎಚ್. ವೆಂಕಟರೆಡ್ಡಿ.—ಬಾಡಿ ಕಟ್ಟಬೇಕಾದರೆ ಟೆಂಡರ್‌ಗಳನ್ನು ಕರೆಯುವ ಪದ್ಧತಿ ಇಲ್ಲವೇ ?

*ಶ್ರೀ ಸಿ. ಎಂ. ಪೂಣಚ್ಚ.—ಬಸ್‌ಚಾಸಿಗಳಿಗೆ ಬಾಡಿ ಕಟ್ಟಬೇಕಾದರೆ ಟೆಂಡರುಗಳನ್ನು call for ಮಾಡಿ ಸ್ಟೋರ್ಸ್ ಪರ್ಚೇಸ್ ಕಮಿಟಿಯ ಮೂಲಕ ಆರ್ಡರು ಗಳನ್ನು ಕೊಟ್ಟಿದ್ದೇವೆ. ಇರಾಖೆಯವರೂ ಸಹ ಬಾಡಿ ಕಟ್ಟುತ್ತಿದ್ದಾರೆ.

ಶ್ರೀ ಇ. ನಾರಾಯಣ ಗೌಡ.—ಮೂರು ಕಂಪೆನಿಗಳ ಪೈಕಿ lowest tender ಯಾರದು ?

ಶ್ರೀ ಸಿ. ಎಂ. ಪೂಣಚ್ಚ.—ಮೂರು ಟೆಂಡರುಗಳು ಈ ಪ್ರಕಾರವಿವೆ :

	Rs. As. Ps.
Ruby Industries, Bombay.	11,800—0—0
Simpson & Co. Ltd., Madras.	13,133—0—9
Hindustan Aircraft Ltd.	18,322—1—6

ಇದರಲ್ಲಿ material ಉಪಯೋಗಿಸುವಂಥದ್ದು ಮತ್ತು wheel-base ಇವುಗಳಮೇಲೆ ಅವಲಂಬಿಸುತ್ತದೆ. ಹಿಂದೂಸ್ಥಾನ್ ವಿಮಾನ ಕಾರ್ಖಾನೆಗೆ ಲೇಲೆಂಡ್ ಚಾಸಿಸ್ ಕೊಟ್ಟಿದ್ದೇವೆ. ಅದು ದೊಡ್ಡ ಬೇಸ್ ಉಳ್ಳದ್ದರಿಂದ ಹೆಚ್ಚಾಗಿದೆ. ರೂಬಿ ಇಂಡಸ್ಟ್ರೀಸ್‌ಗೆ ಫಾರ್ಗೊ ಚಾಸಿ ಕೊಟ್ಟಿರಬಹುದು. ಈ ಪ್ರಕಾರ ಉಪಯೋಗಿಸುವಂಥ material ಹಾಗೂ wheel-base ಅನ್ವಯಿಸಿ ಬೆಲೆಗಳನ್ನು ಸೂಚಿಸಿದ್ದಾರೆ.

Sri G. VENKATAI GOWDA.—Does this amount include both the money spent for purchasing chassis and also for body-building, Sir ?

Sri C. M. POONACHA.—The question is about the number of bus chassis purchased. The amount shown includes everything.

Sri G. SIVAPPA.—If the conditions of the tender and materials to be used are made known before inviting tenders, Sir, there would not have been this large variation, Sir.

Sri C. M. POONACHA. They are done. The form contains 100 items, they are filled up and according to that, tenders are invited and these tenders indicate also the materials to be used.

*Asterisk indicates that the remarks or speeches have not been revised by the member concerned

Sri G. SIVAPPA.—If the materials are specified beforehand, I do not know how such huge differences arise ?

Sri C. M. POONACHA.—It depends on wheel-base. Smaller wheel-base requires smaller bodies. There are smaller ones, 32 passenger buses and 42 passenger buses.

Sri MAQSOOD ALI KHAN.—On a point of order, Sir. Can a member sit in this House with a hat on ?

Mr. SPEAKER.—I do not see any objection. But is there any such convention that a member should not wear such hats ?

Sri J. B. MALLARADHYA.—Usually, hat is not worn inside a building. When he comes into the hall, he has got to take out.

Sri S. NIJALINGAPPA.—Except ladies—a correction please.

Mr. SPEAKER.—I think Sri Mallaradhya is responsible for the hat. I think it is he who gave Dr. Nagoor that lace turban.

ಒಂದು ವಿಷಯ ನನ್ನ ಅವಗಾಹನೆಗೆ ಬಂದಿದೆ. ಈ ಮನೆಯಲ್ಲಿ ಯಾರೂ ಹ್ಯಾಟ್ ಹಾಕಿಕೊಂಡು ಕೂಡಬಾರದು ಎಂಬುದಾಗಿ ಕರ್ಪೆಕ್ಷ ಇದೆ ಎಂದು ತಿಳಿದುಬಂದಿದೆ. ಹೌಸ್ ಆಫ್ ಕಾಮನ್ಸ್ ನಲ್ಲಿ ಸಹ ಇದೇ ಕರ್ಪೆಕ್ಷ ಇದೆ ಎಂದು ಗೊತ್ತಾಗುತ್ತದೆ. ಆದುದರಿಂದ ಮಾನ್ಯ ಸದಸ್ಯರಾದ ನಾಗೂರ್ ಅವರು ಹ್ಯಾಟನ್ನು ಹೊರಗೆ ಹಾಕಿಕೊಳ್ಳಬಹುದು; ಮನೆಯೊಳಗೆ ಬರುವಾಗ ಹೊರಗಡೆ ತೆಗೆದಿಟ್ಟು ಬರಬೇಕು ಎಂದು ಹೇಳುತ್ತೇನೆ.

ಡಾ॥ ಬಿ. ಕೆ. ನಾಗೂರ್.—ಕೆಳಗೆ ಇಡಬಹುದೇ, ಸ್ವಾಮಿ ?

ಅಧ್ಯಕ್ಷರು.—ಜಾಗವಿದ್ದರೆ ಇಡಬಹುದು. ಆದರೆ ಹೊರಗಡೆ Cloak room; ಎಂದರೆ ಛತ್ರಿಗಳು ವಗೈರೆ ಇಡುವ ಕೊಠಡಿ ಇದೆ. ಅಲ್ಲಿಟ್ಟು ಬರುವುದು ಒಳ್ಳೆಯದು.

Sri J. B. MALLARADHYA.—In the same strain, Sir, I want to know why a convention cannot be established by removing caps also and keeping them outside ?

Mr. SPEAKER.—Caps do not stand on the same footing as hat. Then, Sri Y. Veerappa will have to remove his turban.

ಶ್ರೀ ಇ. ನಾರಾಯಣ ಗೌಡ.—ಬಸ್ ಚಾಸಿಗಳ ಬಾಡಿ ಕಟ್ಟಲು ಬಂದಂಥ ಟೆಂಡರುಗಳನ್ನು ಅಂಗೀಕರಿಸುವ ಅಥವಾ ನಿರಾಕರಿಸುವ ಹಕ್ಕು ಯಾರಿಗೆ ಇದೆ ? ಸ್ಟೋರ್ಸ್ ಪರ್ಚೇಸ್ ಕಮಿಟಿಗೋ, ಸರ್ಕಾರಕ್ಕೋ ?

ಶ್ರೀ ಸಿ. ಎಂ. ಪೂಣಚ್ಚ.—ಸ್ಟೋರ್ಸ್ ಪರ್ಚೇಸ್ ಕಮಿಟಿ ಟೆಂಡರುಗಳನ್ನು ಕರೆದು ಅವರು ಶಿಫಾರಸ್ಸು ಮಾಡುತ್ತಾರೆ. ಸ್ಟೋರ್ಸ್ ಪರ್ಚೇಸ್ ಕಮಿಟಿ ರೂಲ್ಸ್ ಪ್ರಕಾರ ಒಂದು ಲಕ್ಷಕ್ಕಿಂತ ಹೆಚ್ಚಿನ ಮೊಬಲಗಿನ ಆರ್ಡರನ್ನು ಒಪ್ಪಬೇಕಾದರೆ ಸರ್ಕಾರದ ಅನುಮತಿಯನ್ನು ಪಡೆಯುತ್ತಾರೆ. ಅದಕ್ಕಿಂತ ಕಡಿಮೆ ಮೊಬಲಗಾದರೆ ಆರ್ಡರ್ ಮಾಡುವ ಅಧಿಕಾರ ಅವರಿಗೇ ಇದೆ.

Sri G. VENKATAI GOWDA.—Out of these Rs. 26 lakhs and odd, may I know the amount spent towards purchase of chassis and the amount spent towards construction of bodies ?

Sri C. M. POONACHA.—I was just now looking to the figure which require a small modification. I think according to the information I have, this amount of Rs. 26 lakhs has been utilised thus :

(1) Rs. 8,61,500·00 to Ashok Leyland Ltd., Madras–25 Leyland chassis ;
(2) Rs. 12,8 ,928·75 to Premier Automobiles Ltd., Bombay for the 28 Dodge and 27 Fargo chassis ;
(3) Rs. 4,58,052·35 to Hindustan Aircraft Ltd., Bangalore for the construction of bus bodies on 25 Leyland chassis.

That is roughly the break-up of the figure.

Sri G. VENKATAI GOWDA.—Is it not possible to build up bodies for all the chassis in the State Transport Department itself ?

Sri C. M. POONACHA.—The capacity, in our Road Transport Bus Building Section, is about 100 bus bodies per year. We wanted very urgently certain number of buses to be put on the road. So, emergent orders had to be placed and certain firms are entrusted with this work. Our hands are even now full.

Sri A. R. BADRINARAYAN.—In view of the large purchases made by the Government of Mysore, is any liberal discount given by the companies, Sir ?

Sri C. M. POONACHA.—Sir, we have what is called rate contract. As determined by the Government of India Director General of Disposals and Supplies and according to these prices, these chassis are purchased.

Sri U. S. NAYAK.—Have Messrs. T. V. Sundaram Iyengar and Sons tendered for body building ?

Sri C. M. POONACHA.—Presumably so, because enquiries would have been sent out to various firms which are in the line but I do not know how many actually tendered. I have got the names of firms to which orders were entrusted.

Sri C. K. RAJAIAH SETTY.—The Minister was pleased to say that bodies for buses were built by the Road Transport Department. May I know the actual cost for one body that was built in the Road Transport Department ?

Sri C. M. POONACHA.—It slightly varies. It depends upon the wheel-base and for larger wheel-base, larger size bodies are built. Normally the cost of constructing a body in the Road Transport Department would be worked out as follows :—

	Rs.
(*a*) Cost of kits purchased from Messrs. Hindustan Aircraft Ltd.	8,980
(*b*) Cost of other materials used.	3,000
(*c*) Cost of labour ...	820
(*d*) Overhead charges ...	200
	13,000

Sri C. K. RAJAIAH SETTY.—You were pleased to say that bodies were built by private companies. What is the cost per bus in Road Transport Department and what is the cost in private companies ?

Sri C. M. POONACHA.—I have no detailed information. This is roughly the break up of the figure.

Sri C. K. RAJAIAH SETTY.—Is it not possible to compare our Departmental figures with those of the private firms ?

Sri C. M. POONACHA.—Such comparisons are made generally when placing orders with other firms.

Sri V. P. DEENADAYALU NAIDU.—In view of the heavy orders, was it not possible to have the orders spread over with the lowest tenderers ?

Sri C. M. POONACHA.—The chassis differed in size. Ashok Leyland bus body building was entrusted to Hindustan Aircraft Ltd.; Fargo and Dodge were entrusted to Road Transport Department. For each type of chassis different rate was quoted and the lowest rate could not be accepted to be the general rate for all these chassis.

Sri V. P. DEENADAYALU NAIDU.—Have we to understand that for one particular or specific type only one firm had quoted and no others had quoted ?

Sri C. M. POONACHA.—They have quoted for all the types. The lowest was accepted for particular chassis.

Sri V. P. DEENADAYALU NAIDU.—While taking the lowest or the minimum rate, was it not possible to distribute it with those who have quoted for specific items or design or type ?

Sri C. M. POONACHA.—I am subject to correction. Certain rates were quoted for a lumpsum number. They said that if 25 or above number were placed with them, they would give a particular rate and for single chassis order they quoted a certain rate. To take advantage of the lowest, a particular number will have to be placed with a particular firm because they had to gather all the kits, labour, etc. Therefore taking into consideration all the aspects, the Stores Purchase Committee have come to certain conclusion.

Allotment of seats in the B.D.T. Engineering College, Davanagere.

Q.—3494. Sri G. N. PUTTANNA (Tumkur).—

Will the Government be pleased to state :—

(*a*) whether a committee was formed to allot seats in the B.D.T. Engineering College, Davanagere, for the year 1957 ;

(*b*) whether the list allotting the seats was sent to Government through the University of Mysore on 10th July 1957 ;

(*c*) if not, on what date it was sent ;

(*d*) the number of seats in that list that have lapsed ;